MAY DEEPEN BED OF THE MISSISSIPPI

It Would Mean Millions to Southern States.

ENGINEERS' REPORT ADVERSE

Necessity for It Probably Will Become More Apparent After Opening of Panama Canal—Memphis Meeting Was Starting Point of the Enterprise in the South.

In the spring of 1907 President Roosevelt accompanied the Inland Waterways Commission on a tour of inspection down the Mississippi River to Memphis, where the Lakes-to-the-Gulf-Waterways Convention was in session. The journey of the President and the commission was a spectacular one, not unlike those old river pageants which have given splendor and romance to the history of the Nile.

The harvests of 1906 had rotted in the fields for the want of adequate railroad transportation, and the country had awakened suddenly to the fact that the solution of congested commerce lay in the improvement of our system of inland waterways. Enthusiasm for waterways improvement was at its height, and thousands of the inhabitants of back towns gathered in the river cities to accord ovations to the President and his party.

Memphis Meeting Important.

The convention held at Memphis was one of the most important ever assembled in the South, awakening an interest in and disseminating a knowledge of the wonderful water resources of the Southern States. Shortly after the close of the convention, a survey of the Mississippi River was begun by the United States Army Engineer Corps, with a view to deepening the river channel to fourteen feet in its course through the Mississippi Valley.

This great river, improved and developed would be to the South what the Nile is to Egypt. The Mississippi system, which includes the Ohio and Missouri and their tributaries, is the most important in the world, draining an area of over a million square miles, so that if the river were made an avenue of the commerce of the Middle West and the South, the project would be worth as much to the country as the Panama Canal.

Engineers Submit Report.

The report made to Congress a few weeks since by the Corps of Engineers after they had finished their survey of the river is one of tremendous import to the commercial development of the South, affecting every State and every inhabitant of the Mississippi Valley, the richest alluvial tract of land in the world.

The engineers reported that the plan of deepening the channel of the river to fourteen feet is entirely feasible, from an engineering point of view. They declare, however, that it would be an extravagant and impractical thing for the government to undertake, inasmuch as commerce on the Mississippi has dwindled, instead of increasing, for the past twenty years.

This the engineers hold as a doubly convincing argument against the plan, inasmuch as the Mississippi is to-day in better condition than in the days of its greatest commerce, the navigable depth of the river being now twice as great as formerly. Therefore, says the report, "the marked diminution of commerce cannot be due to questions of navigation and river engineering, and must be due to other conditions, such as those of demand and supply, water and rail competition, and of business management in general."

Commerce Has Dwindled.

It is true that the great Mississippi, which, with its tributares, has nearly 16,000 miles of navigable waterways, has lost its supremacy as a highway of commerce. In 1855-56 the articles carried by water to New Orleans for export amounted to $80,000,000, and of recent years of commerce of the Lower Mississippi has not exceeded $3,000,000 in value.

Capt. J. F. Ellison, secretary of the National Rivers and Harbors Congress, has pointed out, however, that local commerce over short trade routes on the Lower Mississippi has increased in about the same proportion that through tonnage, or tonnage shipped from St. Louis to New Orleans, has decreased, and this is a condition of which the engineers have failed to take note. Furthermore, there have been built in recent years railroad lines running almost parallel with the river from source to mouth, while the river channel has not been deepened from St. Louis to Cairo, and no permanent improvement made on the principal tributaries of the Mississippi. Thus the river does not offer the unobstructed through routes that the railroads offer, and that business competition demands.

Will Not Consider Rail Routes.

As to the water and rail competition named by the engineers in their report as one of the supposed reasons why commerce on the Mississippi has decreased, and therefore a reason why the deepening of the channel should not be undertaken, this will not be considered by the Southern people, who are to gain millions from the successful culmination of the plan.

In the words of W. W. Finley, president of the Southern Railroad, "It is to the interest of the general public that it should have the most efficient facilities for transportation, both by water and by rail, and it is my deliberate opinion that there is no sound basis for opposition to the development of water transportation by those interested in railways."

Money Spent to Protect Life.

The $208,000,000 which has been spent on the Mississippi Valley by the government, has been expended mostly on the protection of life and property from floods, and not on navigation. When the river and its tributaries have been improved so as to offer a continuous route form the Lakes to the Gulf, it will become the channel of a mighty commerce. And that this project will be carried through, in time, if not immediately, is a foregone conclusion, despite the opinion of the Corps of Engineers.

England spent millions on the Nile in order to add 8,000 miles of cultivatable land to the resources of Egypt, and the investment was a well paying one. From the improvement of the Mississippi 80,000 miles of land and millions of people will reap enormous benefits, and the South will be galvanized as it were with new life, the agricultural and manufacturing interests of the great valley growing by leaps and bounds, and the cities of the section increasing with incredible rapidity in populaton and number.

The Lakes-to-the-Gulf deep waterway is the logical sequel to the Panama Canal, the completion of which will give the South the supreme commercial position of the world and will make the port of New Orleans the trade mart of continents.

Relation to Waterway Improvement.

In view of the report recently made by the Corps of Engineers in regard to the advisability of deepening the channel of the Mississippi River, it is interesting to recall the important relation the United States Engineer Corps bears to the subject of waterways improvement.

In the first place, no plan for the improvement of a river or harbor is ever incorporated in a Rivers and Harbors bill until it has received the approval of the United States Army Engineers. This famous corps owes its existence to George Washington, the father of waterways improvement. At the close of the Revolutionary War, Gen. Washington, realizing the need of permanent defenses for the young nation, brought over French officers to plan a system of fortifications for our harbors and ports.

Many years later there grew out of this organization the Military Academy at West Point, which was, until within recent times, a school for engineers exclusively, conducted by engineer officers. When, in the early part of the nineteenth century, Congress appropriated money for the first time for rivers and harbors improvement, the only men to perform the task were the United States Corps of Engineers, and to this organization there has been intrusted ever since the surveys and calculations incident to the improvement of waterways in America.

The corps, however, never initiates such work on its own responsibility, but only at the instance of Congress. At the session of the National Rivers and Harbors Convention, held last December in Washington, there was passed a resolution urging that the engineers of the United States Army should be doubled in number, and should be given the authority to propose to Congress plans for the improvement of our waterways.

S. A. ARMSTRONG.

FARMS BECOME LESS

Area of Cultivated Land Is Smaller in England.

PARLIAMENT PASSES A LAW

Great Britain Makes an Effort to Stay Its Dwindling Agriculture. Statistics Gathered by Government Show Startling Results—Movement Starts Toward Subdivision.

While so many lines of activity are in operation in this country to induce city people, factory people, and even those of the slums to hark back to nature and occupy the land and till it for a livelihood, the somewhat startling announcement comes from Great Britain that area of land under actual tillage is decreasing in that country. Consul John F. Griffith, of Liverpool, writing to the Washington Bureau of Manufactures upon the subject, says:

The returns of the board of agriculture show that from year to year the area under cultivation is gradually growing smaller. There are nearly 1,500,000 acres of land less under cultivation now than ten years ago.

Extending the retrospect, in 1861, 11,078,660 quarters of wheat (quarter of wheat equals 480 pounds) were grown in England on 3,393,000 acres. Nearly half a century later, in 1909, although the population of the country had doubled in the interval, there were only 6,735,000 quarters of wheat grown on 1,786,000 acres.

Thirty-five years ago 18,500,000 acres were under the plow, as against less than 15,000,000 acres at the present time. The greatest falling off has been in England and Wales, there being practically no change in Scotland.

How Area Is Divided.

There are nearly 56,250,000 acres of land on the surface of Great Britain, divided, roughly, as follows: Twenty-five per cent under arable cultivation, 54 per cent in grass land, 5 per cent in woodland, the remaining 9,000,000 acre representing the mountainous country, the railways and highways, and towns and cities, &c.

In thirty years there has been a shrinkage of 2,325 in the number of small holdings—that is, farms of fifty acres and less. In the number of larger-sized farms there has been little change, which is explained by the fact that in this class of holdings there are more owners and fewer tenants than in the case of the smaller areas, and a higher degree of stability has been secured.

The orchard acreage has slightly increased and a larger acreage has gradually been given to the cultivation of strawberries, raspberries, currants, and other small fruits.

A small-holding law has been enacted for the purpose of remedying the existing conditions. It is believed that the only solution of the land question is in providing a few acres of land which a man may cultivate, either as owner or tenant.

Seek to Create Small Farms.

It is desired to have as many small properties as can be secured, and it is thought if this is done the knowledge that any increase in value will directly benefit the occupier will be an incentive to the proper and scientific cultivation of the land. The garden cities which have been established in various parts of England are another manifestation of the growing movement in favor of small holdings. Lessons have been drawn from France, Germany, and Belgium, where a large yield is secured from a very small acreage, and where a spirit of contentment prevails, which is at present lacking in rural England.

Many urge that with a larger return for his labor and with the prospect of ultimate ownership of the land the English farmer would work with renewed energy and finer purpose. Upon the very large multiplication of small farms depends in a great measure the agricultural rejuvenation of England.

Profit in Watermelons.

San Antonio, Tex., July 17.—Ripe, juicy watermelons at 5 cents apiece bring joy to the hearts of the colored population of San Antonio. This year's watermelon crop in the San Antonio country is exceptionally fine. It is estimated that between 2,000 and 2,500 carloads will be shipped out. The stock of cantaloupes this year has not reached the quantity or quality of preceding years. Still, owing to the fact that they mature some six weeks earlier than cantaloupes in any other section, the growers have realized big profits.

Wants Lower Cotton Rates.

Mississippi has summoned every railroad doing business in the State to appear before the railroad commission July 29 and show cause why the rates on cotton shipments should not be revised. The commission maintains that the rates are excessive.

James L. Parsons
Contractor and Builder
616 Union Trust Building
WASHINGTON, D. C.
'Phone M. 1649

COMMERCE OF SOUTHERN PORTS.

G. Grosvenor Dawe, in his address to the secretaries of Southern commercial bodies, in Atlanta, presented the following tables of exports and imports, comparing Southern ports with three of the principal Northern ports.

Exports of Southern Ports Handling Over $1,000,000.

	1908	1900
Baltimore, Md.	$89,988,505	$115,530,378
Brunswick, Ga.	12,397,838	7,373,487
Charleston, S. C.	2,510,965	7,151,720
Fernandina, Fla.	8,659,118	2,588,808
Newport News, Va.	8,365,885	24,758,223
Norfolk and Portsmouth, Va.	12,534,632	13,112,696
Savannah, Ga.	61,695,330	38,251,981
Wilmington, N. C.	30,291,681	10,975,511
Galveston, Tex.	161,352,201	85,657,524
Mobile, Ala.	27,983,997	13,206,334
New Orleans, La.	159,455,773	115,858,764
Pearl River, Miss.	7,755,843	1,687,862
Pensacola, Fla.	20,333,978	14,413,522
Sabine, Tex.	12,964,644	.....
St. Marks, Fla.	1,945,144	6,300
Tampa, Fla.	3,776,609	1,457,225
Corpus Christi, Tex.	11,158,277	6,205,430
	$633,170,520	$468,235,296
Increase in eight years, $164,935,224. Per cent of gain, 34.		
Boston	96,051,068	$112,195,555
Philadelphia	109,261,436	78,406,031
New York	701,062,913	518,834,471
	$906,375,417	$709,436,057
Increase in eight years, $196,939,360. Per cent of gain, 27.		

Imports of Southern Ports

	1908	1900
Baltimore, Md.	$29,477,101	$19,045,279
Brunswick, Ga.	65,961	17,992
Charleston, S. C.	3,375,997	1,124,671
Fernandina, Fla.	105,614	10
Newport News, Va.	1,627,045	2,896,828
Norfolk and Portsmouth, Va.	1,096,563	251,799
Savannah, Ga.	2,043,847	460,040
Wilmington, N. C.	879,060	110,216
Galveston, Tex.	5,693,609	1,453,545
Mobile, Ala.	4,538,698	2,883,934
New Orleans, La.	42,785,646	17,490,811
Pearl River, Miss.	42,624	1,931
Pensacola, Fla.	687,484	76,458
St. Marks, Fla.	14,559	6
Tampa, Fla.	4,385,219	1,235,019
Corpus Christi, Tex.	1,528,194	1,626,491
	$98,347,221	$48,645,030
Increase in eight years, $49,702,191. Per cent of increase, 102.		
Boston	$93,678,716	$72,195,939
Philadelphia	63,432,007	51,866,002
New York	688,215,938	537,237,282
	$845,326,661	$661,299,223
Increase in eight years, $184,027,438. Per cent of increase, 27.		

ARDMORE HAS MANY ROADS TO WEALTH

Continued from Page One.

whites had made, as the town now had a main street of many brick buildings and nearly 5,000 population.

This was a step forward, but the process of settling the farms with actual farmers and owners was a slow one, as one ruling after another was made by the Indian Bureau of the Interior Department, until no one, except the land grafter, would take a chance to lease or contract to buy from an Indian, although the land was no use to the latter as Uncle Sam had taught him that it was beneath his lordly dignity to work.

Gradually some of the Indians of little native blood were allowed to sell, and just a year ago a restriction bill passed by Congress went into effect which permitted the sale of the greater part of the Indian lands, something like 3,000,000 acres, previously held by Indians of half-blood and less. While the provisions of this bill have been ruled on variously by different officers of the department, it has at least afforded some relief and has had the effect of drawing thousands of practical farmers here from the Middle Western States, and the bountiful crops this year are evidence of the intelligent energy which has been infused into our agriculture.

This year Carter County alone will produce not less than 3,000,000 bushels of corn, while the State of Oklahoma may be counted upon for 200,000,000 bushels safely, and of an excellent quality at that. The Illinois, Missouri, Iowa, and Kansas farmers are getting a better stand of alfalfa here than they ever did "back home," and have already made their second cutting on their first year's crop, something unknown in the old alfalfa sections. With the alfalfa comes the fine Duroc Jersey hogs and peanuts to fatten them.

Ardmore Grows Steadily.

Ardmore has grown steadily year by year until now it has in excess of 12,500 people, being the largest city within a radius of 100 miles. It has broad, well paved streets, cement sidewalks, complete water and sewer system, owned by the city; a school system comprising four fine ward schools, to be supplemented this year by a $100,000 high school. Besides this, Hargrove College, a Methodist institution, has just been completed, and St. Anthony's College, a Catholic institution, has a good attendance.

The school population of the city is nearly 2,500. The county has a school population of 10,000, and everywhere there are fine brick school buildings, the wonder of the people from the older States who hark back to the time when they went to the little old "red school house."

Oklahoma has the best country school buildings of any State in the Union, and the last of the first year's taxes have only just been collected. The assessed valuations of the city are in excess of $8,000,000, and the incorporated companies have a total capitalization of nearly as much.

Has Some Industries.

Ardmore's industries comprise cotton compress, cotton oil mill, electric light and power company, ice plant, milling and elevator company, foundry and machine shops, brick plant, mattress and bedding works, asphalt works, marble and granite yards, planing mills, bottling works, candy works, and cold storage plants. These are served by the Rock Island, Santa Fe, and Frisco railroads, and it is probable a line will be built west from here to a point on the Rock Island, seventy miles distant, this year, as the equipment is all on the ground ready to begin when the word is said, the shipments amounting to about 2,000 cars last year.

A large retail trade is served from the East, North, and South by rail, fares being refunded by merchants on a certain amount of trade. The fall trade from the cotton-growing country to the west is immense.

The country in and about Ardmore is settled by people from all over the country, a peculiar feature being a large colony of New England people, something not found generally in the Southwest. Two country clubs with lakes for fishing and hunting have been maintained for many years, being well stocked with trout, bass, and other fish by the government. During the season duck and quail shooting is good.

Another club and lake company has been organized, and will build a fine home five miles from the city. The street railway, built during the past year, also maintains a fine park and lake three miles from the city. The people and the country are congenial and every one is made welcome.

H. G. SPAULDING,
Secretary Commercial Club.

"ATLANTA SPIRIT" INSPIRES GROWTH

Continued from Page One.

sion was reached that ordinary land, such as is now being occupied in the northern part of the District of Columbia by rows of "box houses," really costs more here. Yet six-room cottages in Atlanta, a story and a half and two stories high, are built upon 30 and 50 foot front lots, 75 and 100 feet deep, and the people want nothing less than that. This combination on the side streets sells here between $4,000 and $6,000.

Atlanta proves the contention that the block house is a necessity only in the mind of the speculator in houses and lands, who seeks to befoggle the buyer into the notion that land really costs too much to allow the use of any of it to the man who pays his $4,000 and $6,000 for a home. As though there is not land enough, even in Washington, to build a city with some semblance of comfort to the people who must live and die there.

But to return to the Atlanta spirit. The writer can do no better than relate his experience upon arrival. The train steamed into the new station just after 10 o'clock in the morning. It had been grueling hot on the way down and the sun seemed like a Bessemer furnace as it blazed in a cloudless sky. A hurried trip to the hotel and the quickest route to the bath tub seemed the only thing practicable.

Meets Courteous Stranger.

Coming down from above, the writer was met almost at the elevator door by a sleek-looking Atlantan, who called him by name, explaining that he had learned my identity from the hotel clerk. He explained that he represented the chamber of commerce and was a member of the reception committee to look after the comfort of strangers in attendance upon the meeting of the commercial secretaries.

The first crack out of the box I was presented with an envelope containing cards of admission to ten social clubs, was courteously urged to make use of them, and was told that everybody in Atlanta would consider it a privilege to answer inquiries about the way one wanted to go and that the comfort of the stranger was the first care of every man, woman, and child in the city. This was found later to be entirely true, and I have been stopped several times by the committeeman and asked if anything could be done for my personal comfort or convenience.

These little attentions by the committeeman were much appreciated in this instance, and after a stay of two days here only one thing can be said of these Atlantans: They carry hospitality to an extreme possibly, but to an extreme so practical in results and so pleasing to the recipient that he begins to wonder why all people cannot be so ingrained with the milk of human kindness as to make sojourning in a strange city as delightful as it is here.

Best Way to Advertise City.

And is this not, after all, the best possible way in the wide, wide world to advertise a city? Can anything better be imagined than that the whole population should be so full of the idea to impress strangers favorably that they are willing, to a man, to make little sacrifices, which must put the stranger on his good behavior and cause him to think well of his hosts forever after? It seems to me now that no one could possibly visit Atlanta and go away and not talk about its being the nicest town on the American map.

Atlanta might be discussed from a hundred points of interest. Its municipal government is now passing through some interesting phases. It is a "dry town," and prohibition seems to be generally approved. It is the very hub of the Piedmont region, with fourteen radiating lines of railway reaching to distant points on the rim of the commercial wheel. It is the headquarters both of the Southeastern freight and passenger associations and of many other things affecting the transportation business of the Southern States. It is a cotton town, with mills and looms. Atlanta is growing at the rate of about 1,000 buildings a year, about 100 new structures being completed and occupied each month during the open season. As an educational center, manufacturing center, social center, in fact, from almost any point of view, it is vastly interesting place.

It compels recognition from every stranger and observer as a city great because it deserves to be so from the very spirit and genius of its men of affairs.

J. C. RANSOM.

Air-tight steel cylinders, having a combined lifting force of 650 tons, were used to refloat the British cruiser Gladiator, sunk in a collision with the American liner St. Paul.

COAL PRODUCTION LESS IN ARKANSAS

Geological Survey Reports for Year 1908.

REVIEWS ENTIRE SITUATION

Warm Weather in Winter, Financial Depression, Labor Troubles, and Increased Output of Petroleum and Natural Gas Factors in Problem. Some Interesting Statistics.

The total production of coal in Arkansas in 1908, as reported to E. W. Parker, of the United States Geological Survey, was 2,087,357 short tons, having a spot value of $3,490,470.

The coal industry of Arkansas suffered more from the untoward conditions which existed during 1908 than that of any other State of the southwestern region, the production showing a decrease from 2,670,438 short tons in 1907 to 2,078,357 tons in 1908, or 22.17 per cent, as compared with 14.7 per cent decrease in Kansas, 17 per cent in Missouri, and 19 per cent in Oklahoma.

The value of the Arkansas output declined from $4,473,693 to $3,499,470, a loss of $974,223, or 21.78 per cent.

Factors in the Decrease.

The factors which contributed to the decreased production were the financial depression, the exceptionally warm weather during the winter months, labor disaffections, and increased production and consumption of petroleum and natural gas in the Texas, Louisiana, and mid-continent fields.

The last factor was probably as influential as all the others put together. The labor disaffection was the usual biennial suspension of operations on April 1, pending the settlement of the wage scale. About four-fifths of the men employed in the coal mines of the State went on strike and the total number of days lost was 287,841, or almost exactly half of the total time made.

Because of the slight demand and also because the large consumers, in anticipation of a suspension, had well stocked with coal, the strike did not have so great an effect upon the production as might be supposed.

Working Conditions.

During 1908 the 5,337 men employed in the coal mines of Arkansas averaged 145 working days. In 1907 the 5,055 men employed worked an average of 190 days. The average production per man for each working day in 1908 was 2.68 short tons, and the average production per man for the year was 389 tons.

In 1907 the average production per man was 2.76 short tons, and for the year 525 tons. Since the coal miners of Arkansas have been unionized practically all the coal mines of the State have been operated on the basis of an eight-hour day.

No machines have been in use in the production of coal in Arkansas during the last six years.

Only one company in Arkansas has made any effort to improve the quality of the coal by washing. This company washed 57,460 short tons of coal in 1908, which yielded 43,670 tons of cleaned coal and 13,708 tons of refuse.

Accidents During Year.

R. A. Young, the State mine inspector, reports that during the year 14 men were killed, 17 were seriously injured, and 26 suffered minor injuries in the coal mines of the State. The causes of the accidents were as follows: From falls of rock or coal in the gangways, 6 men were killed and 8 injured. From falls of rock in rooms, 2 were killed and 2 injured.

From gas explosions, 1 was killed and 7 were injured. Two men were killed and 13 injured by being crushed by trip cars. Shaft accidents killed 1 and injured 1. One man was injured by a dust explosion. One death and 10 injuries were the result of "other causes."

Amount of Coal in Arkansas.

The total original supply of coal in Arkansas is estimated by M. R. Campbell, of the United States Geological Survey, at 1,887,000,000 short tons, of which 1,797,000,000 were bituminous and semi-anthracite and 90,000,000 tons were lignite. The lignite areas have not been developed and no production has been reported from them.

From the bituminous and semi-anthracite areas there has been mined, to the close of 1908, a total of 25,834,758 short tons, representing an exhaustion, including waste, of approximately 39,000,000 tons, or a little more than 2 per cent of the estimated original contents of the Arkansas fields. Of the total amount of coal produced in Arkansas from the time when mining began, 8 per cent was mined in 1908.

COMPANY SELLS WOOL.

Co-operative Plan Evolved to Dispose of Clip in Southwest Texas.

San Antonio, Tex., July 17.—The success achieved by the Southern Texas Onion Growers' Association, has led to the formation of the Wool Growers' Central Storage Company, which last week sold over 1,000,000 pounds of wool at approximately $225,000. The company was organized about five months ago, with a capital stock of $100,000, and its membership includes many of the prominent wool growers of Southwest Texas. Its home office is at San Angelo, Tex., where the wool is concentrated in a warehouse.

Every member is permitted to offer his wool as he pleases and to accept or reject the bids of the wool buyers. The company plans to build its own warehouse, with a capacity for 3,000,000 pounds of wool. The building is to be fireproof and equipped with modern appliances, which will reduce the cost of insurance to something like 50 cents on $1,000.

By this co-operation in marketing, better prices have been obtained by the growers. Part of this may be due, of course, to the fact that the wool market is stronger this year than it was last. Last year they averaged 12 cents a pound and this year 22 cents.

Week before last, Charles Schreiner of Kerrville, Tex., marketed about a million and a half pounds of wool, for approximately $300,000. He is said to be the largest single wool handler in the Southwest. He operates through his big warehouses, a system similar to that of the Wool Growers' Storage Company.

The big profits in wool this year have given an impetus to sheep raising. Importation of fresh sheep stock promises an immense development in this industry in the near future.

Wonderful Tomato Plant.

From the Titusville (Fla.) Star.

A couple of weeks ago J. R. Field, of Indianola, showed the editor of the Star what a wonderful growth a single tomato plant had made along the river bank in front of his home. He calls it his Providence variety. It was a volunteer of a little over a year ago, since which time it has spread for a distance of 100 yards up and down along the river bank. The ground and climatic conditions there are undoubtedly specially suited to growing vegetables.

QUEER FARM OPERATIONS.

Massachusetts Woman Raises Mice, Rats, and Guinea Pigs.

Miss Abbie E. C. Lathrop, of Granby, Mass., reared 700 mice, principally white, 700 white rats, and 1,200 guinea pigs on her farm last year.

These little animals are used in some schools for vivisection and in laboratories for testing medicines and similar purposes.

The laboratories are ever on the lookout for a mouse or a guinea pig that has any swelling of a cancerous nature, and are willing to pay the price a dozen healthy ones would bring for the unfortunate creatures.

The white mice are bred in wooden boxes which are covered with wire cloth, so that the little rodents cannot gnaw their way to liberty. In the bottom of these boxes chopped straw is placed. In this the mice burrow and make their nests.

Few people have any adequate idea of the actual cost of feeding the rodents. Cracked corn and hulled oats are bought by the ton for their use; cabbage by the hundreds, and bushels of carrots are put in for the winter green feed of the guinea pigs.

Miss Lathrop is a native of Illinois, but her parents were natives of Franklin County, Mass. Some fifteen years ago in company with her mother she went to Granby and bought a small market. Her success in this line did not meet her expectations.

MAKING BEET SUGAR

Factories Increase from Six to Sixty-four.

BECOMES A BIG INDUSTRY

Acreage and Value of the Crop Enlarge with Multiplication of Mills to Utilize Product—Easily Possible to Produce All the Sugar Needed in This Country.

From the Louisville Courier-Journal.

In 1896 there were six beet sugar factories in operation and one building, having altogether a capacity for slicing 4,000 tons of beets daily. In 1898 there were sixty-four factories, with a total capacity of 50,000 tons of beets daily, more than a twelve-fold increase.

From 1898 to 1906 our production of beet sugar grew from 36,000 tons to 484,000 tons, an increase of more than thirteen-fold in eight years. In 1896 41,000 acres of beets were harvested, in 1906, 376,000 acres, or more than nine times as great an area, says a bulletin of the Department of Agriculture.

The price of beets, like prices of other farm crops has risen steadily. In 1896 the factories paid $4.10 a ton; now they have to pay $5.35. In 1898 the farmers had 364,000 tons of beets to sell to the factories, for which they received $1,564,000. In 1906, just eight years later, they had 4,236,000 tons of beets to sell, and received for them $21,604,000, a twelve-fold increase in money returns.

The total amount paid out by factories for beets during the last twelve years ambunts to $121,000,000. The total capital invested in beet sugar plants in this country is about $70,000,000, and this does not include investments made by factory owners in farm lands, irrigation works, &c.

Pay $121,000,000 for Beets.

Among other things, the Senate called on the Secretary of Agriculture to state how much beet sugar can be produced in the United States. The Secretary replied that we have demonstrated conditions of soil and climate favorable to beet culture in an area of at least 274,000,000 acres, and that it will only take one acre out of every 200 of this to produce all the sugar we now import from foreign sources. He estimates "that if the sugar beet were grown throughout those portions of the United States adapted by nature and with the aid of irrigation to its culture, with a system of rotation including the cultivation of the beet every fourth year, 15,000,000 tons of beet sugar could be produced in the United States annually, or more than the world's total production of sugar at the present time."

Factories in Sixteen States.

Beet sugar factories are now in successful operation in sixteen States. Colorado leads all other States engaged in the industry, having sixteen factories. In 1907 these produced 169,000 tons of sugar, or enough, if it had been passed around, to give all the people in the United States four pounds apiece. California and Michigan followed Colorado at a respectable distance in the race for second place. Michigan has the same number of factories as Colorado, but their product is considerably smaller. California has only nine plants, but some of the latter are very large. From year to year the production of sugar is about the same in the two States. Utah has five factories, and they are strong producers. Idaho and Wisconsin follow with four each, and there are ten States with one factory each.

The most eastern factory is that at Lyons, N. Y. Hamilton City, Cal., has the most western factory; Los Alamitos, the most southern, and Billings, Mont., the most northern. The largest factory in the United States, and one of the largest in the world, is the one at Spreckles, Cal., which is able to slice 3,000 tons of beets in a day, or 100 carloads of 30 tons each. The oldest successful factory in the United States is the one at Alvarado, Cal., which was established in 1879, and has been making beet sugar for thirty years.

Starts $125,000 Church.

Contract has been let to a firm of architects in Louisville, Ky., to prepare plans for a new building for the First Christian Church of that city, to cost $125,000.

SAVANNAH LEADS AMONG ITS RIVALS

Takes First Rank Amid the South Atlantic Ports.

SEA TRADE BEGAN IN 1774

Many Ocean Liners Land at Its Wharves, and Commerce Grows with Almost Amazing Rapidity. City Improves and Gives Proof of an Alert Civic Spirit.

Savannah, Ga., July 17.—While the industrial, agricultural and commercial rehabilitation of the Southern States is now becoming a recognized fact, there is no section of the entire South where the condition is so manifest as it is in the city of Savannah. Other cities of the South have their successes, their enterprises, and their enthusiastic citizens, but in all these features Savannah is not only the pioneer, but maintains the leadership.

The city of Savannah was founded by Gen. James Edward Oglethorpe in 1733. The system of parks and squares which he then outlined remains in its main features. The city is situated on a plateau, forty feet above the Savannah River, on the south bank, eighteen miles from the Atlantic Ocean. It has a water front of three and one-half miles, and extends back from the river about two and one-half miles in the form of a parallelogram.

Trade Began in 1774.

In 1774 the first commercial house in Georgia was established in Savannah. A Georgia schooner was the first commissioned American vessel used in the revolution. It was from this port that the first steamship crossed the Atlantic, laying out, as it were, a path for the great volume of commerce that was to be handled in future years through the port to the countries of Europe.

Savannah's progress of the past ten years is typical of the spirit of the New South. The vessels of four great steamship lines ply between here and the various European ports. Its exports are larger than those of all other South Atlantic ports combined, are equal in value to those of Philadelphia, and greater than those of San Francisco. Nor is it in exports alone that the city leads. Its imports have increased 133 per cent in the past six years, which is the largest increase in imports made by any port in the world in the same period. In addition to its foreign exports, Savannah has a coastwise service of three steamers a week to New York, two to Boston, three to Baltimore, two to Philadelphia. These steamers carry fully one-third of our foreign business, about $31,000,000, to the above ports to be delivered to the foreign steamers for export abroad, and hence these ports get the credit for the value of such exports and not Savannah. If added to the direct exports of Savannah, and deducted from New York, Boston, Baltimore, and Philadelphia, Savannah would easily be the fourth port in the exports in the United States.

Steamers Run to Cuba.

A direct line of steamers with Havana, Cuba, has also been established. The principal exports are cotton and its by-products, rosin, turpentine, lumber and phosphate rock. The docks of all steamship lines entering Savannah are connected with railway lines, thus freight can be unloaded from steamers with a saving over the more expensive methods at the larger ports.

Four of the largest railway systems of the South have their terminals at Savannah: The Seaboard Air Line, the Atlantic Coast Line, the Southern, and the Central of Georgia railways.

The government has spent over $5,000,000 on the harbor. It is the greatest naval stores port in the world. Shipments of turpentine have increased 45 per cent in the past five months of this season over last season, and rosin 22 per cent.

Largest Cotton Port.

Savannah is the largest cotton port on the Atlantic, having handled during the past season, $87,000,000 worth of this great Southern product. Savannah holds the world's record for the greatest cotton cargo ever exported, 28,679 bales. It is one of the South's leading banking centers, and has never had a bank failure.

Savannah's bank clearings average $1,000,000 a day. Its post-office receipts have increased 55 per cent in five years. Its manufacturing industries have doubled in five years, and shows the greatest per cent of increase of any city in the State of Georgia. The best automobile race track and speedway to be found anywhere is here. A tourist hotel, to cost $400,000, is soon to be built on a plateau, within the automobile course.

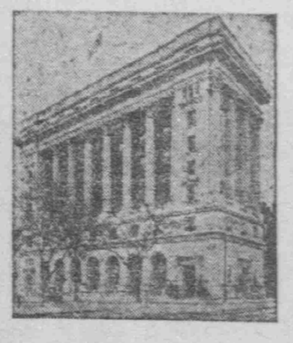
Savannah is an ideal home city. The climate is fine, especially in winter. The city owns its own water works, constructed at a cost of nearly $1,500,000, the supply being from artesian wells filtered by nature.

Starts High School Building.

A new high school building, costing over $100,000, was recently completed. The libraries and art galleries contain the finest collections in the South. The city's parks and squares have led tourists to call it the "Paris of the South."

Besides over fifty miles of level paved streets, there are sixty-five miles of perfect roads in the country, in which the city is situated. These hard, level roads are, for the most part, arched by live oaks and other trees, from which hang huge pendants of moss, giving a tropical air that is entrancing to the visitor and resident alike.

JOHN A. CROWLEY.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